

THE NEW NORTHWEST.

We take the following exceedingly well written letter descriptive of the great Northwest from the Press of the 16th instant. It is worthy of general perusal.—

PORTLAND, Oregon, July 29.—To my great surprise, when I arrived here on the 5th instant, I found the thermometer above 90 degrees. It reached that point every day from the 8d to the 13th, but went down every night below 65 degrees. In justice to the climate, I must say this degree of heat is very rare. At Astoria, and all along the coast, it is entirely unknown. There, 80 degrees is seldom reached in summer, and the freezing point not often in winter; and this, mind you, under the 46th parallel.

The mean temperature of last January was 41 degrees and a fraction; that of July, 60 degrees; August, 58; degrees; September, 54; degrees; October, 52; degrees; November, 42; degrees; December, 42; degrees; February, 42; degrees; March, 41; degrees; April, 48; degrees; May, 52; degrees; June, 57; degrees. People living in the same latitude, near the Atlantic coast, at Montreal, for instance, can scarcely credit these figures—January 9 degrees above freezing, and July 16 below "summer heat." But they are the result of careful observations made at Astoria by the Government.

The rain-fall is not less remarkable. I will give it to you in inches and tenths.—In the last fourteen years the smallest quantity in one year was 57.8 inches in 1868, and the largest 100 inches (eight feet four inches) in 1866. The heaviest fall in any month was two feet and seven-tenths of an inch in December, 1867; the lightest one-tenth of an inch in June, 1869. No wonder these people are web-footed. Away from the coast the rainfall is less, and the temperature more variable.

Last Sunday I was compelled to remain all day at Astoria. Being unacquainted with the calibre of the preachers, and not liking to take heavy risks in that direction, I took to the woods in company with an old settler. I was well repaid for the temporary sacrifice of my usual devotional amusements.

On steep hill sides, several hundred feet above the river, were trees six, eight and ten feet in diameter, and more than two hundred feet high, and so close together that the antlered elk cannot move among them except by circuitous paths. I am reluctantly compelled to admit that we have no forests in the East. We have some scattered saplings, and a few ruffled pines and oaks, and a good many thickets of underbrush, out of which, from necessity, we make saw-logs; but forests and full-grown trees we have not. What think you of trees that will cut thirty thousand feet of lumber? and what think you of a square mile containing at least three hundred trees three hundred feet in height, and two hundred without a limb?

In coming across 1200 miles of unshaded desert, I wondered what had become of all the trees. I have found them. They are here on the Pacific slope. Some great convulsion has swept them from the land's centre to its western rim. Nature in one of her mighty throes has thrown them here, and by some magic realizing our spread-eagle Latin, "E Pluribus Unum," out of many little trees made one big one.

My Oregonian, speaking of a certain wood, said it never grew big, not more than three or four feet in diameter. If we had not been among firs and spruces and hemlocks that exceeded this measurement 100 feet from the ground, I would have looked upon my friend as a joker. But here they were all around me like a wall, with their commingled branches shutting out the light of day; more than half the earth's surface covered by their gigantic bases. I measured a trunk that had been felled inside of the town. It was twenty-one feet in circumference eighty feet from the stump, while this measured thirty-three feet above the inequalities of the roots. A gentleman told me of a fir, sixty-two feet in girth as far up as he could reach; and this is on the hills. General Crook told me that even this is surpassed by the red wood forests, further south, and near the shore. Of the last-named variety are the exceptional big trees of California.

The moment I entered the Columbia river I was amazed at the arboreal luxuriance of the hills. It was a rich tract to gaze once more on nature's favorite hue, after passing four days on the desert and three more on the ocean.

In all fruits but tropical ones, this country is equal to California. Its cherries and plums I have seen; its apples and pears I have heard of, and they are just about in proportion to the trees. The cherries are nearly gone, and the plums have begun to come in. One early variety is already exhausted. The curculio has not discovered this country yet, and you can generally tell how many plums you are going to get by counting the blossoms. The size of them will depend upon the space they have to grow in.

What would you think of a pear (not a pair of plums) weighing five pounds? I have heard of such, and from what I have seen of other things, I am persuaded to believe it. If you show this letter to any one you had better suppress the writer's name, for there are people who will credit all sorts of ghost stories, and yet reject with scorn any material fact that conflicts with their own narrow experience.

The trip up the Columbia river is brimful of pleasure and instruction. It is a glorious river—next to the Mississippi and St. Lawrence, the greatest in North America—in its scenery far surpassing the former, and equaling the latter. From the mouth of the Willamette and other points, five snow-covered mountains can be seen; Hood and St. Helens, within 40 miles; Ranier, Adams, and Jefferson, much more distant, but all snow-clad as far down as visible.

When I first came in sight of St. Helen's, I thought it the grandest thing I had ever beheld. It is not quite 10,000 feet high, but it rises almost directly from the sea level; and

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canada.

ARRANGEMENT OF PASSENGER TRAINS, MAY 18, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours: MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and at 8:30 A. M. for Pottsville, Reading at 8:30 P. M. arrives in Philadelphia at 9:25 P. M.

At 8:15 A. M. for Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittsburg, York, Carlisle, Chambersburg, Hagerstown, and Washington. The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:30 A. M. train connects with the Lehigh Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, etc.; at HAVEN, with the HARRISBURG and NORTH CENTRAL, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pottsville, and Washington.

Leaves Philadelphia at 8:30 P. M. for Reading and Pottsville, connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottsville at 9:25 A. M., stopping at intermediate stations, arrives in Philadelphia at 10:40 A. M. Returning, leaves Philadelphia at 4:00 P. M., arrives in Pottsville at 4:25 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 9:40 A. M. and 4:20 P. M., and Reading at 10:40 A. M. and 5:20 P. M. All way stations; arrives in Philadelphia at 10:40 A. M. and 5:20 P. M.

Returning, leaves Philadelphia at 8:15 P. M., arrives in Reading at 7:45 P. M., and at Pottsville at 9:40 P. M. Morning Express trains for Philadelphia leave Harrisburg at 7:00 A. M., connecting with Reading and Columbia Railroad trains for Columbia, etc. arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:30 P. M., and Pottsville at 2:40 P. M., arriving at Philadelphia at 7:00 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Columbia and Reading Railroad south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Harrisburg train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia, leaving at 6:00 A. M. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD. Passenger trains for Philadelphia and intermediate points take the 7:30 A. M., 12:30, and 5 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 6:15 P. M. Passengers for Schuylkill take 7:30 A. M., 12:30, and 5 P. M. trains from Philadelphia, returning from Pottsville at 9:20 A. M., 12:45 noon, and 4:15 P. M. Stage lines for Philadelphia in Perkiomen Valley connect with trains at Coyleville and Schuylkill.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mount Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST. Leave New York at 1:45 and 10:05 P. M., and passing Reading with Pennsylvania and Northern Central, arriving at 9:00 A. M. at Philadelphia, 10:00 A. M. at Pottsville, 11:00 A. M. at Reading, 12:00 noon at Harrisburg, 1:00 P. M. at York, 2:00 P. M. at Chambersburg, 3:00 P. M. at Carlisle, 4:00 P. M. at Schuylkill, 5:00 P. M. at Pottsville, 6:00 P. M. at Reading, 7:00 P. M. at Philadelphia, 8:00 P. M. at Harrisburg, 9:00 P. M. at York, 10:00 P. M. at Chambersburg, 11:00 P. M. at Carlisle, 12:00 noon at Schuylkill, 1:00 P. M. at Pottsville, 2:00 P. M. at Reading, 3:00 P. M. at Philadelphia.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada, and to all the principal points in the State, at reduced rates. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, leaving at 6:00 A. M. and returning with Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, and sold by Reading and Pottsville and Pottsville and Reading Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. BRADY, Ticket Agent, 132 N. 2d street, Philadelphia, or of G. A. NICOLS, General Superintendent, Reading.

COMBINATION TICKETS.—At 25 per cent discount, between any points desired, for families and firms. MILEAGE TICKETS.—Good for 2000 miles, between all points at 40¢ each, for families and firms. SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half rates. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced rates. Tickets for the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. Mails close at the Philadelphia Post Office for all places on the line of the road at 2:15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:30 A. M., 12:30 noon, 5 and 9 P. M., for Reading, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Duggan's Express will collect baggage for all lines of railroads, and will receive orders on all lines of railroads at 225 S. FOURTH STREET, or at the Depot, THIRTEENTH and CALLOWHILL STREETS. WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESTNUT, as follows: FROM PHILADELPHIA. 6:45 A. M., for B. C. Junction, stops at all stations. 7:15 A. M., for B. C. Junction, stops at all stations. 7:45 A. M., for B. C. Junction, stops at all stations. 8:15 A. M., for B. C. Junction, stops at all stations. 8:45 A. M., for B. C. Junction, stops at all stations. 9:15 A. M., for B. C. Junction, stops at all stations. 9:45 A. M., for B. C. Junction, stops at all stations. 10:15 A. M., for B. C. Junction, stops at all stations. 10:45 A. M., for B. C. Junction, stops at all stations. 11:15 A. M., for B. C. Junction, stops at all stations. 11:45 A. M., for B. C. Junction, stops at all stations. 12:15 P. 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